

CHINA



MAIL.

Established February, 1845.
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HONGKONG, MONDAY, NOVEMBER 5, 1877.

日一初月十年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane,
Lombard Street. GEORGE STREET, 30,
CORNHILL. GORDON & GOTH, Ludgate
Circus. J. C. BATES, HENDY & Co.,
4, Old Bailey. E. C. BAKER DRAGON &
Co., 100 & 104, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau
Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTH, Mel-
bourne and Sydney.

SAN FRANCISCO and American Ports
generally.—BRAN & BRACE, San Fran-
cisco.

SINGAPORE AND STRAITS.—SAYLE &
Co., Square, Singapore. C. HENNINGSEN
& Co., Manila.

CHINA.—SAYLE, GUNTER & CAMPBELL,
Amoy, Wilson, Nicolson & Co.,
Swatow, HENDER & Co., Shanghai.
LANE, CRAWFORD & Co., and KELLY
& WALKER, Yokohama, LANE, CRAW-
FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 650,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOPKINS, Esq.
Deputy Chairman.—F. D. SARSON, Esq.
E. R. BENTLEY, Esq. W. H. BENTLEY, Esq.
W. H. FORBES, Esq. W. H. FORBES, Esq.
H. W. KERRICK, Esq. H. W. KERRICK, Esq.
A. MUIR, Esq. A. MUIR, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EDWARD CAMERON, Esq.
London, BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate
of 1 per cent. per annum on the daily
balance.
For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
For 6 months, 2 1/2 per cent. per annum.
For 12 months, 3 per cent. per annum.

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities,
and every description of Banking and
Exchange business transacted.
Profits granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONG-
KONG grants Drafts on London and
the Chief Commercial places in Europe and
the East, buys and receives for collection
Bills of Exchange, and conducts all kinds
of Banking and Exchange Business.

Local Bills discounted, and interest
allowed on Current Accounts and on De-
posits for fixed periods on terms which may
be ascertained on application.

Intimations.

NOTICE.

A MILLAR & Co.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.
September 15, 1877.

COSMOPOLITAN DOCKS.

THE Undersigned, until further notice,
offer to REMOVAL VESSELS, fur-
nishing all Material and Labor, except
MATERIAL AND NAILS, for TWENTY-FIVE
Cents per Week.
Isaac STEAMERS and SAILING VESSELS
requiring Three Cents per Tallow,
Thirty Cents per Ton Register.

W. B. SPRATT & Co.,

Proprietors.

Hongkong, October 10, 1877. no10

DENTAL NOTICE.

D. R. STOUT has RETURNED, and will be
ready to receive Patients on MONDAY,
the 24th Instant, until further notice, at his
Residence, Ground Floor, HOTEL DE L'UNION.
Office hours, 8 to 12 Noon and 2 to 4 p.m.
Hongkong, September 22, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his
Patients and the Public that he has
moved to 111 AMOY and FOCHOW in
September and October, leaving HONG-
KONG about the 15th of September.
Hongkong, August 5, 1877.

Intimations.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS,
AND
JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.

46, Queen's Road Central,
Hongkong, August 20, 1877. no20

HUNYADI JÁNOS WATER.

THE BEST NATURAL APERIENT.

BARON LIEBIG affirms that "its
richness in APERIENT SALTS
surpasses that of all known WATERS."

WHOLESALE OR RETAIL OF

A. S. WATSON & Co.,
Hongkong Dispensary,
Hongkong, November 2, 1877. no2

IN THE GOODS OF

PROSPER EDOUARD HENRI
DERODE.—Deceased.

NOTICE is hereby given that all CRE-
DITORS and other Persons having
any CLAIMS or DEMANDS upon or against
the Estate of PROSPER EDOUARD
HENRI DERODE, late of Lille, France,
who died at Cannes, France, on the 10th
day of December, 1869, and Letters of Ad-
ministration of whose personal estate were
duly granted to ANDRÉ DAMMANN, of
Canton in the Empire of China, Merchant,
by the Supreme Court of Hongkong in its
Probate Jurisdiction on the 26th day of
October, 1877, are hereby required to send
in writing the particulars of their CLAIMS
or DEMANDS to the said ANDRÉ DAMMANN
at his address aforesaid, or to the Under-
signed WILLIAM HENRY BREXTON, the
Solicitor of the said ANDRÉ DAMMANN,
at the Office of the said WILLIAM HENRY
BREXTON, 29, Queen's Road, Hongkong,
on or before the 1st day of February, 1878.
And notice is hereby given that at the ex-
piration of the last-mentioned day the said
ANDRÉ DAMMANN will proceed to distribute
the assets of the said PROSPER EDOUARD
HENRI DERODE amongst the parties en-
titled, having regard to the claims of
which the said ANDRÉ DAMMANN has
then had notice, and that the said ANDRÉ
DAMMANN will not be liable for the assets,
or any part thereof, so distributed to any
person of whose claim the said ANDRÉ
DAMMANN has not had notice at the time
of the distribution.
Dated this 31st day of October, 1877.
Wm. H. BREXTON,
Solicitor of the said ANDRÉ DAMMANN.

IN THE GOODS OF

JAMES SMITH FERRIES,
Deceased.

NOTICE is hereby given that all Cre-
ditors and other Persons, having any
CLAIMS or DEMANDS upon or against the
Estate of JAMES SMITH FERRIES, late
Master of the S.S. "ZEALANDIA," who
died at Sea on Board the said Vessel,
on the 5th day of February 1877, and
whose Will was duly proved, and Letters
of Administration, with the Will annexed,
of whose personal Estate were duly granted
to JOHN FAIRBAIRN, of No. 27, Queen's
Road, in the Colony of Hongkong, by the
Supreme Court of Hongkong, in its Pro-
bate Jurisdiction, on the 22nd day of Sep-
tember 1877, are hereby required to send
in writing the particulars of their Claims
or Demands to the said JOHN FAIRBAIRN
at his address aforesaid, or to the Under-
signed WILLIAM HENRY BREXTON, the
Solicitor of the said JOHN FAIRBAIRN,
at the Office of the said WILLIAM HENRY
BREXTON, 29, Queen's Road, Hongkong,
on or before the 15th day of January, 1878.
And notice is hereby given that at the
expiration of the last-mentioned day, the
said JOHN FAIRBAIRN will proceed to dis-
tribute the Assets of the said JAMES
SMITH FERRIES amongst the parties en-
titled thereto, having regard to the
Claims of which the said JOHN FAIRBAIRN
has then had notice, and that the said
JOHN FAIRBAIRN will not be liable for the
Assets or any part thereof, so distributed,
to any person of whose Claim the said
JOHN FAIRBAIRN has not had notice at the
time of the distribution.
Dated this 3rd day of October, 1877.
Wm. H. BREXTON,
Solicitor for the said JOHN FAIRBAIRN.

DEVOS'S BRILLIANT OIL.

RELIABLE,
ECONOMICAL,
SAFE!!

DESIRING to benefit by the world-
wide reputation of our Oil, certain
parties have attempted to imitate our
packages. Suits at law have been instituted
against the MAKERS and PURCHASERS of
these imitations. Buyers should be careful
to see that the words "DEVOS'S BRIL-
LIANT" are stencilled on the case, and the
words "DEVOS & CO. PATENTS" are
stamped on the top of the can.

THE DEVOS MANUFACTURING Co.,

80 Beaver and 127 Pearl Streets,

NEW YORK, U.S.A.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to sell by Public Auction, on
TUESDAY,

the 6th November, 1877, at 2 o'clock p.m.,
at his Sales Rooms, Queen's Road,—

An Invoice of JAPANESE LAC-
QUERED WARE, Straw-work Ware,
Bronzes, Porcelain Ware, Tortoise-shell
Ware, Swords, Cabinets, Vases, Tea Sets,
Cups and Saucers, Bracelets, Necklaces,
Tops, Napkin Rings, &c.
Assorted Silk Handkerchiefs, Lady's
Jackets, Embroidered Caps and Cushions,
Orape Shawls, Cloaks, and Scarves,
Black and Coloured Silk, &c., &c.
Terms of Sale.—Cash before delivery
in Mexican Dollars weighed at 7.17.
All Lots, with all faults and errors of
description, at purchaser's risk on the fall
of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, November 1, 1877. no9

PUBLIC AUCTION.

ON FRIDAY, the 9th November,
1877, at 2 o'clock p.m.,
At the Godowns, No. 7, Queen's Road
Central,—

An Invoice of RUGS and CARPETS,
now on View.

THOS. G. GLOVER,

Auctioneer.

Hongkong, November 3, 1877. no9

PUBLIC AUCTION.

VALUABLE LAND AND HOUSEHOLD
PROPERTY, &c.

LANE, CRAWFORD & Co. have
received instructions to sell by
Public Auction, (unless previously dis-
posed of by Private Sale), on

MONDAY,

the 31st December, 1877, at Noon, at
their Sale Room, Praya Central,—

The following PIECES or PARCELS
of GROUND, with the Buildings erected
thereon.

First.—All that Piece or Parcel of
GROUND, situated in Victoria, Hong-
kong, and Registered in the Land Office
as the remaining portion of INLAND LOT
No. 41, abutting on the North side
thereof on a Public Road, and Measuring
thereon 153 feet, on the South side
thereof on Section 4 of the aforesaid
Inland Lot No. 41 and Measuring thereon
75 feet and 55 feet, on the East side
thereof on a Public Road, and Measuring
thereon 68 feet, and on the West side
thereof on a Close Registered in the
Land Office as Inland Lot No. 201, and
Measuring thereon 36 feet, which said
Piece or Parcel of Ground contains in
the whole about 8,000 square feet, of
which the Annual Crown Rent is \$75.01,
together with the Messuages or Tenements
standing thereon, at present leased
by D. RUTTENBER, Esq.

Second.—All that Piece or Parcel of
GROUND, situated in the Poko-lo-lum
District of Hongkong, and Registered in
the Land Office as FARM LOT No. 26,
abutting on the North side thereof on
Closes Registered in the Land Office as
Farm Lots Nos. 18 and 25, and Measuring
thereon 1,200 feet, on the South side
thereof on Government Ground, and
Measuring thereon 600 feet, on the East
side thereof on a Water Course, and
Measuring thereon 1,400 feet, and on the
West side thereof on the Sea at high
Water Mark, and Measuring thereon
700 feet, which said Piece or Parcel of
Ground contains in the whole 224 Acres,
of which the Annual Crown Rent is
\$83.40.

And,

All that Piece or Parcel of GROUND,
situated in the Poko-lo-lum District of
Hongkong, and Registered in the Land
Office as FARM LOT No. 30, abutting on
the South side thereof on a Close Re-
gistered in the Land Office as Farm Lot
No. 29, on the East side thereof on the
road to Aberdeen, and on the North and
West sides thereof on a Water Course,
which said Piece or Parcel of Ground
contains in the whole 34 Acres, of which
the Annual Crown Rent is \$12; together
with a quantity of Building Materials at
present contained in and about the houses
described as "Belmont" upon the afore-
said Lot.

Terms of Sale.—One-half of the pur-
chase money to be paid on the fall of the
hammer, and the balance on completion
of the Deed or Deeds of Transfer, the
expenses of which to be paid by the
purchaser.

The Property to be at purchaser's risk
on the fall of the hammer.

For further Particulars, apply to

LANE, CRAWFORD & Co.
Hongkong, October 31, 1877. no97

For Sale.

LANBERT, ATKINSON & CO.

HAVE FOR SALE,
EX STEAMSHIPS
"YORKSHIRE," "MADAGASCAR,"
"CITY OF TOKIO," &c., &c.

1877.

NEW SEASON'S (May) BUTTER.
The First Shipment of Busch & Co.'s
Celebrated Cowbrand DANISH BUTTER.

In Tins of 1 lb. each, 60 Cents per lb.
In Tins of 2 lb. each, 55 Cents per lb.
In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of Crosse & Blackwell's
OILMANS' STORES, and American
Family MESS STORES.—As per their
JULY PRICE LIST.

(All Stores sold by L. A. & Co. are of the
Very Best Quality.)

Chappell & Co.'s New and Popular
MUSIC and SONGS.

Very Superior California BLANKETS,
12/4 and 14/4.

California KNEE BOOTS.
Dawson's Best London-made GENTLE-
MEN'S BOOTS.

HORSE BLANKETS.
Central and Far-side CARTRIDGE
CASES.

Gait Waders, PERCUSSION CAPS,
BILLIARD TABLE CLOTHS,
BOOKETS and BLUE-LIGHTS.

HOTH'S RUSSIAN ROPE and
TARRED LINES.

FISHING LINES and WHITE LINES,
of all descriptions.

INDIA RUBBER SHEETS, and In-
sertion of all Sizes.

INDIA RUBBER and CANVAS DE-
LIVERY, and SUCTION HOSE.

Cabin Suspension LAMPS,
Cabin CANDLESTICKS,
FENDERS and FIRE IRONS.

Japanned TOILET SETS,
CARRIAGE LAMPS, and CARRIAGE
CANDLES.

WATER FILTERS.
Gosnell's HAIR BRUSHES, TOOTH
BRUSHES, and NAIL
BRUSHES.

A Fine Assortment of DE LA RUE'S
STATIONERY, BOOKS,
NOVELS, WORKS OF REFERENCE,
SCHOOL BOOKS, &c., &c.

Hongkong, September 15, 1877.

RABBITS, RABBITS, RABBITS.

NOW LANDING.

A CONSIGNMENT of FRESH PRIME
SERVED RABBITS, 1 and 2 lb.
Tins, from the Northern District Meat
COMPANY, LIMITED, Kapunda, South
Australia.

MAOWEN, FRICKEL & Co.

Hongkong, November 1, 1877. no8

FOR SALE.

40 HDS. — PORTER,
(SABONAT AND PERKINS).

Apply to

TURNER & Co.

Hongkong, November 1, 1877.

FOR SALE.

LARGE TAKASIMA COAL,
EX COPWAS, at \$5 PER TON.

Apply to

THOS. G. GLOVER,

No. 7, Queen's Road Central, and
East Point.

Hongkong, October 24, 1877. no24

FOR SALE.

SHAMEN CANTON.

THE Desirable PROPERTY known as
Lot No. 46, consisting of Commodious
DWELLING HOUSE, OFFICES and
SILK GODOWN.

For particulars, apply to

G. M. SMITH,

Canton.

October 15, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT, Part I,
A to K, with Introduction. Royal 8vo.,
pp. 302.—By EDWARD JOHN EYRE, Ph.D.
Tübingen.

Price Two Dollars and a Half.
To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALKER, Shanghai.

Hongkong, February 8, 1877.

NOTICES OF FIRMS.

NOTICE.

THE Business of SHARE and GEN-
ERAL BROKER, hitherto conducted
in my name, will now be carried on under
the Style of OUBEN & HERSON. Mr.
ALEXANDER MACGILLIVRAI HASTON
having This Day become a PARTNER
therein.

CHAS. C. OUBEN.

Hongkong, November 1, 1877. no1

NOTICE.

HAVE This Day Established myself
at this Port as a GENERAL COM-
MISSION AGENT.

J. T. VERHOEF SHAW.

Hongkong, November 1, 1877. no1

Notices of Firms.

I HAVE This Day admitted Mr. WILLIAM
LEGGER as a PARTNER in my Business,
which will henceforth be conducted under
the Style of HUGHES & LEGGER.
W. KERFOOT HUGHES.
Hongkong, November 1, 1877. no1

NOTICE.
MR. JAMES AYTON MANN is autho-
rized to Sign our Firm by Procura-
tion.
GEPF & Co.
Canton, November 1, 1877. no1

NOTICE.
MR. CHARLES DAVID BOTTOMLEY
was admitted a PARTNER in our
Firm on the 1st July, 1877.
DOUGLAS LAFRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.
FROM This Date Mr. EDWARD SHEPPARD
and Mr. M. W. GARD, are autho-
rized to Sign the name of our Firm per
Procuration at Foochow, and Mr. F. F.
Lewent at Amoy.

RUSSELL & Co.
China, June 1, 1877. no1

Entertainment.

INDIAN FAMINE RELIEF FUND.

AN AMATEUR CONCERT,
in Aid of the above Fund,
will be given in St. Andrew's Hall,
(CITY HALL),

on

THURSDAY,

8th November, 1877.

PROGRAMME:

PART I.

1. Overture, for two Pianos, "Athalie" (Mendelssohn), Mrs. Hall, Dr. Clouth, Mr. Russell and Mr. Sangster.

2. Chorus, "Irish Melody," (Arranged by C. Jos. Brambach), Members of the German Liedertafel.

3. Solo, "Freghiera alla Madonna" (A. Tosti), Mrs. Robinson.

4. Solo, "Variation" (Mendelssohn), Mrs. Robinson.

5. Solo, "Variation" (Mendelssohn), Mrs. Robinson.

6. Chorus, "Die Jäger Abschied" (Mendelssohn), Members of the German Liedertafel.

7. Overture, for two Pianos, "Son and Stranger" (Mendelssohn), Mrs. Hall, Dr. Clouth, Mr. Russell and Mr. Sangster.

8. Solo, "Cavatina from L'Assedio di Malta" (G. Puccini), Mrs. Robinson.

9. Concerto in A Minor, Opus 54, (R. Schumann), Mr. Russell and Dr. Clouth.

10. Quartette (Vocal), Members of the German Liedertafel.

11. Solo, "Baritone," Wanderer (Schumann), Mrs. Robinson.

12. Chorus, "In der Heimat" (Carl Willhelm), Members of the German Liedertafel.

Tickets \$2 each, to be had at Messrs LANE, CRAWFORD & Co., (where a Plan of the Hall may be seen) on and after TUESDAY, the 20th October.

Doors Open at 8.30 p.m., to Commence at 9 p.m.

Hongkong, November 3, 1877. no9

Shipping.

Steamers.

FOR SWATOW, AMOY & FOCHOW.
The Steamship
"NAKOA,"
Capt. J. E. PUGHARD, will
be despatched for the above
Ports on WEDNESDAY, the 7th Instant,
at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, November 2, 1877. no7

FOR SINGAPORE, BRISBANE,
SYDNEY & MELBOURNE.

Forty guineas premium has been paid at Lloyd's on the *Montrose*, San Francisco to Singapore, one hundred and fifty days out. The vessel is 995 tons, and owned by Cowie, Son and Co., Liverpool.

Police Intelligence.

(Both Magistrates sitting.)

Nov. 5, 1877.

Lee Achow, a lodging house runner, was fined \$5 for having gone on board the steamer *Glenlyon* to secure boarders before she came to an anchor.

DISORDERLY CONDUCT.

John Walter, a seaman unemployed, was charged with the above offence. A Roman Catholic priest, complained to a constable that the defendant was playing with two girls at the steps of the Roman Catholic Cathedral. The defendant said he was very sorry for what he had done; he was drunk. Fined 50 cents.

ALLIAGES INMUNITY AT SEA.

The charge against certain seamen belonging to the American ship *Heron* for desertion from their ship, was again gone into to-day by Mr. Russell.

Mr. Dennys appeared for the defence of all the defendants. The case of Frederick Carson was taken up first. He was one of the two men who were arrested after the other six men had been charged; his consequently formed a separate case.

The Magistrate said in this case the other defendant, Trebell, was discharged, inasmuch as the Consul had written to the Court to say that he had enquired into the seamen's complaint and that Trebell had made out a case of ill-treatment, but as regards Carson and the defendants in the other case, they had failed to do so.

Mr. Dennys said he had not seen his clients, and would ask therefore that he might be allowed to see them for a few minutes; he would also ask that each defendant's case should be taken separately, so that one might be put on oath and give evidence for the other. They were only charged with desertion, and not with any conspiracy, and that course could be adopted.

The Magistrate concurred. Mr. Dennys said he did not know the nature of the men's complaint at all, as he had not seen them before, and he had applied to the U. S. Vice Consul for a permit of the depositions he took down when investigating into the defendants' complaint, but he refused to show them to him. He also said that the Magistrate had no right to go into the case at all. The men were charged with desertion, and if the Captain proved that they deserted, that would be sufficient for the Magistrate to order them on board.

The Magistrate enquired if the Consul did say that this Court had no power to go into the case. Mr. Dennys replied that he was told by the Consul that no Court in this Colony could go into the question. The charge against the men was desertion, that is they left the ship without lawful authority or excuse, and if the Captain swore that they did so, it was enough. As to the term of desertion, Mr. Dennys remembered he once had a case before the Chief Justice in which his Lordship would not allow him to use the word desertion until it was actually proved to be so.

The Magistrate said that as to the Consul's assertion relative to the power of this Court, the statement of Mr. Dennys would not be binding on the Consul, so that his Worship would refrain from making any observations on the point, but he had no doubt of his power. The men were charged here with desertion, and he was bound to enquire into their grounds for leaving the ship and refusing to return to the same; if he found that their excuse was a reasonable one, he would not order them to return on board again but simply discharge them.

Mr. Dennys said the men were deserters from his ship, as they left without authority. The Magistrate said he had no doubt that they were deserters, but the question was whether they had any justifiable cause for being so. The common acceptance of the term "desertion" was the leaving of a ship or army without the intention of returning to the same. But whether that act was justifiable or not was another thing. His duty here was to order the defendants on board, unless they had reasonable grounds for apprehension of future danger by returning. They had alleged ill-treatment on board at sea, but his Worship had washed his hands clean of it, as it had been fully enquired into by the Consul, who came to the conclusion that the allegation was not substantiated. His Worship's position was to have sent them on board, but inasmuch as they had alleged justifiable causes for the desertion, he was bound to hear what they had to advance.

Captain Howes said that if the enquiry continued further, he would be put to great inconvenience and expense; he would, therefore, if the enquiry would last any length of time, ask that the men might be sent on board instead of being looked up.

The Magistrate replied that the looking of them up or sending them on board amounted to the same thing. He then read the local Ordinance on the point. He must enquire into the ground they had to advance for refusing to go on board.

Capt. Howes presumed that the men had been locked up together in the galley, if that was so they had plenty of time to talk over the matter and could conspire to make up a story. What he meant to do now was—that if the enquiry was to be continued like this, he would be put to great trouble and expense, as he could not get his coal discharged and time was money to him—that the men should be discharged, although he still regarded them as deserters.

Discussion here turned on the meaning of the word "desertion," and Mr. Dennys drew the distinction between desertion and the quitting of a ship.

The Magistrate said the common sense meaning of the word was the leaving of the ship without the intention of going back again. Justification of desertion was another thing, but the act would be none the less desertion as homicide was homicide, and a justifiable homicide would be none the less a homicide.

Discussion on Shipping was then referred to for the definition, when it was found that it meant the leaving without the intention of returning and without a justifiable cause. Mr. Dennys here asked to see the men for a few minutes; and meantime he would like to see the ship's articles. He asked if the Court had them.

His Worship replied that he had not got them; perhaps Capt. Howes would produce them. Capt. Howes replied that Mr. Dennys had better ask the Consul for them, as he had charge of them.

Mr. Dennys then asked the Court to give

him a subpoena for the attendance of the U. S. Vice Consul and for the production of the articles.

The Magistrate said he could issue a subpoena to bring up any person as a witness before him, but a subpoena *duces tecum* could be only issued by the Crown Office. Mr. Dennys must go to the Supreme Court if he wanted documents to be produced.

Mr. Dennys said one of the men had said that he was "Shanghai-ed," that he had never shipped in the vessel, but for Rio. It was therefore necessary that he should see the articles, and would ask for a postponement to enable him to take such proceedings as would compel the production of the documents required.

The Magistrate remarked that although there were informalities in the signing, he was satisfied with the articles, except perhaps in the case of the man who said that he had been "Shanghai-ed."

Mr. Dennys said it was unfair that he should have to defend the men without seeing the articles. Capt. Howes could produce them if he liked, and if he did not choose to do so, he should bear the expense which a postponement entailed.

The Captain said he had his log here, but Mr. Dennys replied that he required the articles.

The Magistrate asked if the Captain could get them.

Captain Howes replied that the Consul had them; Mr. Dennys could get them from him.

The Magistrate observed that if the Captain were to ask for them, the Consul would give them to him.

Mr. Dennys said that after what the Consul had said in reference to the power of this Court, he did not think he would give them to him if he were to ask for them. When he spoke to the Consul this morning, he refused even to give him a hint, much less to allow him to see the depositions. He must therefore regard him as a hostile witness.

The Magistrate thought that for peace sake, the Captain should get the articles. There was nothing to be feared by their production, so far as his Worship could see. At the same time an advocate had a right to ask for any piece of evidence he thought necessary for the conduct of his case; his Worship had no doubt of the advocate's rights on this point, the only thing being that he had to apply to the Supreme Court, as this Court had no power to grant him a subpoena *duces tecum*. When an affidavit was sworn, the Chief Justice would no doubt order them to be produced.

The Captain then left to go to the Consul, while Mr. Dennys held a private interview with the men.

In short time, Captain Howes returned with the necessary papers.

On Mr. Dennys' return into Court and after a short conversation with Captain Howes, he said they were trying to make up the case. If the Captain would make certain arrangements the men would.

The Magistrate said he was not going to listen to any of their negotiations; the defence must be either gone on or he would send them on board. He was not sitting there as arbitrator of their negotiations, and did not want to hear their terms of arrangement. If they could come to any amicable settlement, his Worship would be delighted, and he would for that purpose adjourn the case to such time as they wished. He must say, however, he was much struck with the straightforward and frank way in which Capt. Howes gave his evidence. He frankly admitted the informality of the articles, for which he expressed his regret in such a way that his Worship did not think he would do so again. Altogether his Worship formed a very favourable impression of the Captain's evidence from the frank way he gave it.

The case was finally adjourned till 2.30 p.m., to enable the parties to come to an arrangement.

When the Court resumed, there was no settlement come to, and the case was proceeded with.

Captain Howes was recalled at the request of Mr. Dennys for the purpose of being re-examined. His evidence given on previous occasions was read over to him.

The case of George Towers was first proposed to be taken up.

A discussion here ensued as to priority, in the course of which Mr. Dennys said that according to his instructions the ship was unworthy, inasmuch as the vessel had not been provided with life-saving apparatus, while the masts and rigging were not safe. These new issues were raised in addition to the allegation of general ill-treatment.

The Magistrate said he must limit the trial to each individual complaint. Mr. Dennys must shew the ground why the defendant should not be sent on board again—he must shew the ground of danger to be apprehended by going back on board again. As to the complaint of alleged ill-treatment, that took place at sea, and had been fully enquired into by the Consul, as his Worship was officially informed.

Mr. Dennys said he impugned that enquiry.

The Magistrate replied that the Consul was responsible to his Government for that enquiry, and his Worship would not go into what took place at sea, it having been already enquired into by the Consul.

When the case of Towers was taken up, it was elicited that he had no complaint of personal ill-treatment.

Mr. Dennys objected to the Magistrate's proposition to get in the next defendant and have his statement. It would be putting up the case, and the object of having each defendant examined as a witness for the other would fail.

The Magistrate said he was not certain whether he could allow each defendant to be examined as a witness for the other in a criminal charge. The Captain's objection, that the defendants had been lodged in Gaol together and had undoubtedly been talking over the matter, was a reasonable one. He would take each case separately, but could not allow them to make their statements on oath for each other.

Mr. Dennys said if his Worship did this, the defendants would have no means of getting evidence because they were all here. He contended that each defendant was entitled to the testimony of the others.

The Magistrate said not if there were outside witnesses, and the defendants committed the offence at the same time.

The case was ultimately adjourned till 11 a.m. to-morrow.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Gibraltar*, Captain J. O. Babot, with the London mail of the 28th September, arrived here early yesterday morning.

(Special Times Extra.)

Paris, Oct. 19.—The latest official re-

turms give to the Republicans 380, and to the Conservatives 190 candidates.

Paris, Oct. 16.—Complete returns from all the electoral districts, except the colonies, show that 314 Republicans and 201 Conservatives have been elected. In 14 cases a second ballot will be necessary. The Government have gained 49 seats. The Conservative journals urge occasion, as they contend that neither party has been victorious.

London, Oct. 16.—The Russians are bombarding Suifu, the population of which have fled. There is no weather now in Bulgaria. Suleiman Pasha is reconnoitring. Chakir Pasha has defeated a foraging party of Russians and captured 20,000 sheep and 500 cattle. A Russian official despatch states that Ahmed Mukhtar Pasha has attacked the Russian positions at Jagbul; but was repulsed after severe fighting. The Porte has sent a note to Serbia of a pacific tone, regarding the latter's armaments.

London, Oct. 17.—A Russian official despatch states that the Russians on the 15th instant gained a complete victory over Ahmed Mukhtar Pasha at Aladjadagh, and took many guns and prisoners. The Turks were driven from the Kara road. A Turkish official despatch states that Ahmed Mukhtar Pasha fought a great battle on the 15th inst. At the moment of writing, the Russians were retreating. The full result of the battle is wanting.

London, Oct. 17.—A Russian official despatch, dated the 16th, states that the Russians captured the heights of Orlok on the 15th instant, compelling the defenders to retreat towards Kara, and turning the Turkish army. The Russians attacked, on the 15th instant, Ahmed Mukhtar Pasha's positions, and carried Mount Awhas, thus cutting the Turkish army in two.

The portion of the Turkish army which has retreated to Kara was attacked and completely defeated, with enormous loss in killed, wounded and prisoners. The other portion, with Ahmed Mukhtar Pasha, at Aladjadagh, was surrounded, after severe fighting, and compelled to surrender after great loss. Seven pashas, 32 guns and an immense amount of war material have been captured. Ahmed Mukhtar Pasha fled to Kara.

London, Oct. 18.—Despatches from Ahmed Mukhtar mostly confirm the Russian accounts of the battle on the 14th and 15th instant. The Turkish loss is given at 800, whilst one and a half regiments of Russian cavalry and four battalions of infantry have been completely destroyed.

Sima, Oct. 18.—The Viceroy leaves Sima on the 5th of November, and reaches Calcutta probably on December 4th. The Government offices close on the 5th November and will reopen at Calcutta on the 20th. The Government returns to Sima next year.

London, Oct. 18.—Ahmed Mukhtar Pasha explains his defeat as owing to the enemy having received powerful reinforcements and a superior number of guns, and to the Turks having lost many of their superior officers in recent battles. He has retreated to Kara with a portion of his forces. Rauf Pasha announces three feet of snow in the Shikpa Pass. Suleiman's reconnaissance shows that roads are still unfit for the movements of large masses of troops. The proposed visit of the Empress of Russia to Bucharest has been abandoned, consequent on the removal of the Russian headquarters to Sisiava. Cleopatra's needle has been abandoned in the Bay of Blois, in consequence of a heavy gale.

Paris, Sept. 18.—The French Republican journals reject the idea of conciliation with the Conservatives.

China.

FOOCHOW.

(Herald, Oct. 25th.)

H. B. M's *S. Mappis* left for Wenchow on the 19th instant.

The Customs cruiser *Falcoo* leaves for Tainai to-morrow, and is expected to return to this port, via Takao, in about a fortnight.

It is rumoured in the city that the present Governor-General is to be succeeded in office by Ting Jih-chang. Such an appointment would, we are informed, be welcomed by the native public generally, though doubtless it would be unacceptable to the provincial mandarins.

We notice that the native authorities have at last commenced to reconstruct the broken arch of the Long Bridge. The expenses attending this operation will be borne by the district traders and gentry in the form of "voluntary" contributions—under compulsion.

It is proposed to establish a Lawn Tennis Club at this port, and the idea seems to find favor with many of the residents. The ground immediately in front of the Consulate has been suggested as a fitting spot for a lawn, and we think that no better selection could be made. A preliminary meeting is convened for to-morrow, Friday evening, at 8 o'clock, at the Club House.

We hear that the Local Ice Company intend holding their annual general meeting of Shareholders early in November, and that there is every probability of the concern being wound up—the past season, owing to ill fortune, having proved but little better than its two predecessors. Unless therefore a fourth trial is ventured, it will remain for the community to decide what arrangements to make for the future. A good machine, properly and economically worked, ought, we should think, to be a profitable undertaking at a port like this, where during not less than six months of the year a fair amount of heat prevails. Experience has shown that the Ningpo ice is not quite so cheap as it looks, while importation from Hongkong is equally expensive, as well as troublesome.

SHANGHAI.

(Courier.)

Shanghai is pretty extensively protected just now. There are eleven vessels of war in port—including two Americans, four British, one French and four Chinese vessels—with a complement of nearly 2000 men, and 70 guns.

(News.)

We print in another column a report of the case *Buchheister v. Miller*, which has lately been given some notoriety. The defendant denied the jurisdiction of the Court on the plea that the *Oscar Vidal* was a British ship, and further alleged that the damage to cargo, in respect of which the claim was made, arose from the violent weather the ship encountered, and therefore, denied responsibility. The Court, affirming its jurisdiction, but admits the plea of "perils of the sea," and therefore rejects the claim.

The *Taipei* organ, the *Singapore* publisher

the following as one of the first results of stopping the Woosung Railway:—"The Railway being done away with, passengers to and from Woosung have reverted to the passage boats. On Friday last at 8 p.m., when two of these boats had arrived off Kao-chiao, a sudden squall sprung up, and they one after the other capsized, the hundred and odd passengers floating down with the tide shrieking for help. Word was at once sent to the Hamans Society, whose boats at once speeded to the spot. How many were rescued and how many joined the drowned men's ghasts down below, is not yet accurately known."

We hear that the steamer *Radnorshire* has been chartered by the C. M. S. N. Co., to load rice for Taku, at 24 candelars a peck. Owing to the pressure of the Government to get grain to the North, the Chinese have had to take up this steamer for two trips, all their own being fully occupied. We thus have the anomaly of the Government paying the "China Merchants" over 5 mace a peck for work they get done at half the rate. True, the *Radnorshire* only goes to Taku, but the lighterage will not cost more than 6 candelars. We remember mentioning, some time ago, that Foreigners would probably be willing to undertake the Rice contract for 2 mace a peck all through the year, and the statement was somewhat sharply questioned. It cannot have been very far wrong, if an outside steamer is willing to make an exceptional trip at so slight an advance on the rate at which when carriage is somewhat in demand.

TIENTSIN.

Oct. 21st.

The long-expected trial of the *Lay torpedo* has at length taken place at Taku, in presence of Li Hung-chang and other officials. Mr. Lay and his torpedo arrived at Taku early in September, but being unable to carry out the trials under the conditions imposed by the Chinese Government, the contract was annulled and the trials for the time being abandoned. At the request, however, of Mr. Lay, H. E. Li Hung-chang consented to witness the experiments in a non-official capacity, and Thursday, 18th Oct., was the date fixed. The torpedo was launched from the shore about 4 o'clock, and propelled at a fair speed about 800 yards down the river, when it turned and came back again, firing a small charge of powder on its return journey. This concluded the experiments for that day; but on Saturday a more ambitious attempt was made; a small raft was placed in the river, some 500 yards from the starting place, and it was intended that the torpedo should turn round this, and striking it it was supposed, explode a large charge. The torpedo passed the raft all right, but when it turned to come back all control over it seemed lost, and rushing off to the left it plunged through the surf and became stranded on the mud; some men were sent in boats, and after some delay the torpedo was hauled off and again floated, but it was no sooner started, than after describing a half circle in the water it again dashed ashore in the same place. A launch was sent off to it this time, and some Chinese sailors jumped overboard and swimming through the icy cold water reached the mud, after wading through which waist high, the torpedo was again hauled off and launched; but as it still remained stationary, it was thought that the electric cable had been cut by the propeller, and the cable was hauled in. This was found to be incorrect, and shortly after the torpedo floated off without any aid from the shore. All attempt to blow up the raft was now abandoned, and the torpedo making its way back across the river stopped for a few moments in the centre and fired a small charge of powder (1 lb. or 2 lbs.) and was then beached on the same side from which it had started. Much disappointment was felt by the officials at the failure to blow up the raft, but the speed at which the torpedo was propelled through the water was thought very satisfactory. (At a conclusion of the experiments, the Viceroy immediately returned to Tientsin.

The torpedo may be briefly described as an iron "cigar shaped" boat, submerged some four-fifths of its diameter below the surface of the water. It is about 2 feet in diameter and 24 feet long. The motive power is carbonic acid gas, confined at a pressure of 600 lbs. to 1,000 lbs. to the square inch; it is stopped, steered, and fired, by an electric current which communicates with the torpedo by means of a triple cable paid out behind it. On Saturday, it travelled through the water at the rate of about nine knots an hour, and seemed well under control except at the time mentioned, when the steering gear evidently became faulty. It carries a charge of 100 lbs. of dynamite, or any other explosive selected. The operator steers it by means of two short fighting poles carrying flags, placed on its deck or upper part. Its most serious defect seems to be that as it is on the surface of the water it would strike a vessel at the strongest place; and where, in accordance with the well-known laws of the action of explosive substances, the explosive energy generated would follow the line of least resistance and be dissipated in the air. Again, as it can be so readily seen by the fighting poles and flags, its attack on an enemy's vessel could hardly fail to be perceived, and measures taken to ward off its assault.

We understand that Mr. Lay is about to take the torpedo to Japan for further experiments, as the Chinese Government do not intend to purchase it.—N. O. D. News.

CHINA MERCHANTS' S. N. Co. Report and Accounts for the year from the seventh moon of the 2nd year of Kwang Hsu to the end of sixth moon of the 3rd year (18th August, 1876, to 8th August, 1877).

The time has soon come round again for striking the yearly balance of the Company, being the fourth since your Directors had the honor to be entrusted with the management by the Earl of. Of the policy inaugurated by them, and of the Company's accounts for the past three years, the Directors have had the honor to submit, year by year, detailed reports for the information of the Shareholders.

From the seventh moon to the end of last year the Company received as freight on the various river and sea voyages of the twelve steamers they purchased, some time since, over Tls. 400,000. This sum was sufficient only to cover the working expenses. In the first month of the present year, the Company bought by the Shanghai Steam Navigation Company, by which our fleet was more than doubled, and the Directors confidently expected a proportionate increase in business. Unfortunately, the business operations of the Company during the year under review, although they have followed the regular channel, they had to be subjected to the vicissitudes of the times, and the Directors have had to expiate our measures with the aid

methods. Although there has been no falling off in the amount of goods or number of passengers carried on the River during the half-year just ended, the Company has been pressed in many ways by the rival Company. On the one hand, freights have been lowered in competition, and as we could not exact a higher rate than our rivals, it is evident we had to suffer loss. On the other hand, on certain trips both up and down river, the Company's steamers have not had cargoes sufficiently full to pay the running expenses, and inevitably money has been wasted. Having due regard to the conditions of trade and the opportunities of the Company, the Directors did not presume to adhere to one line of policy, nor did they shrink from the responsibility of adopting new measures to secure a share of the traffic. Happily, by the end of the sixth moon, we received as freight over Tls. 1,000,000, and our receipts from all sources have amounted to over Tls. 1,500,000; and after allowing for all expenses, for repairs to the fleet, and for interest on borrowed money, not only does there remain sufficient to pay the guaranteed dividend, but there is a balance over. This is a slightly better result than we had to show last year, and one which is owing to the praiseworthy zeal of our colleagues.

After paying this dividend, which we have now declared at the rate of 10 5/8, and after having written off the deficit balance of Tls. 30,000 old brought forward from last year's accounts, allowed for bad debts for freight at the different ports amounting to Tls. 4,000 odd, there remains a balance of over Tls. 10,000. This sum being comparatively small, it is insufficient to permit our making any allowance for depreciation of our steamers (it, "for the age of the steamers," the phrase is written) but is almost unintelligible to an ordinary Shareholder. We, therefore, suggest that it be carried to next year's accounts, as a credit balance, but we shall be pleased to have the opinion of our Shareholders in the matter.

The Capital Account this year is more complicated than formerly; we have therefore purposely abridged the details respecting shares and freight. The other items are all inserted in full. The accounts have been audited as before into two books, and submitted, according to law, to the Masters Superintendent of Trade for the North and South, and distributed to the Agencies at Tientsin, Hongkong, Canton, Foochow, and Hankow. We beg the Shareholders in the vicinity of each of these places to inspect them, so that they may have a thorough insight into the Company's affairs.

Some little time is necessary to copy and compare the Register Books before the dividend due can be paid, and we propose to pay it in a month from the present date. Shareholders will, therefore, be paid on the first day of the ninth moon according to the number of shares they possess.

The Directors hope to have the consideration of the Shareholders.

Respectfully drawn up by the China Merchants' Company.

The Straits.

"Padang, 28th Sept.—A British Coal vessel lately arrived here with a chart, on which, to determine the fairway to the roadstead, no less than three light houses were marked, namely, at Pulau Pandan, Pulau Pisang, and Monkey Hill. As there are neither light houses nor beacons either here or on any of the neighbouring islands, and as it would be idle to expect that the light from the lighthouse, for the erection of which it is said that we fought against the light-shunning Achehese, will illuminate the entrance to the chief town of the W. Coast of Sumatra, the captain of the heavily laden Englishman had to keep a good look-out. He saw light nowhere near fire either, and hence concluded that the lights marked on his charts had never existed here. The chart which was drawn up from one of our known charts, compiled by Lieut. C. J. Eddling, Royal Dutch Navy, and published at the Admiralty under the superintendence of Captain Washington, R.N., F.R.S., Hydrographer, contains so-called corrections and additions down to August 1875. But from whence these lights have come is a riddle to us. Could not the Government solve it?"—*Sumatra's Courier*.

Cooktown.

The first Chinese immigrants, three in number, under the provisions of the Chinese Immigration Regulation Act, arrived here on the 2nd of September. These immigrants will probably appear great guns among the small boat fishers that form the grand army of the untaxed.

The B. & A. Co.'s steamer *Somerset*, brought a considerable quantity of cargo from Hongkong for this port. She arrived alongside the No. 1 wharf on Wednesday night to discharge, and in the darkness, was made fast by some of her Lascar crew to the mangrove instead of securing her in the usual manner. The strength of the mangrove proved insufficient to hold her when the strong ebb tide set in, and about midnight the strain became so great, that the stump to which one of her hawsers was attached was pulled up by the roots, whereupon the vessel in swinging before the tide, damaged one of the cross beams of the wharf. The smash is not very serious, and can be remedied by supplying a new beam.

The Government have approved of the recommendation of the Police Magistrate and appointed Lizard Island as a lazaretto for leprosy Chinese. The Colonial Secretary has instructed Mr. St. George to send all lepers there in future. We are informed that the Chinese merchants of Cooktown will supply dwellings and other necessaries for such of their countrymen as may be sent to Lizard Island.

In future there will be monthly communication by means of the A. S. N. Co.'s vessels between Sydney and Hongkong; the steamers sailing at Cooktown on the upward and downward trips. The A. S. N. Co. which sailed for Hongkong on Thursday last, chartered by the company, is the first vessel dispatched on this service. She will be followed next month by the company's *St. George*. The benefit to our port to be derived from the establishment of this line of steamers will most likely be of a lasting character, and there seems scarcely a doubt from the reliability of the service, that the A. S. N. Co. will in a short time secure the major portion of the Cooktown trade with Hongkong.—*Courier*.

Brisbane.

Oct. 11.

An influential meeting was held this afternoon to raise funds for the relief of the Indian famine sufferers. The Governor presided over the meeting, and £400 were subscribed in the room. The firm of Scott, Dawson, and Stewart gave £100.

By the way, the Goldfields Act Amendment Bill is now law. All Chinamen will have now to pay heavy mining licenses for the future.

The goldfields are generally in a fairly prosperous condition. The Chinese on the Palmer are suffering much destitution, which will be greatly intensified unless rain soon come to enable them to work the claims at a distance from the main water-courses. The dry season on the Palmer has not been severe this year, or the distress would have been very great; it is however well understood that a change must take place soon, as, although the present Chinese population may contrive to subsist on the Palmer through the approaching summer, the alluvial cannot sustain them through another winter, which is the dry season of the year. The Hodgkinson goldfield is much depressed, chiefly owing to the drought putting a check on quartz-crushing operations. The Etheridge is reviving, and miners are returning to that field from the Etheridge. The old reefing districts of Charters Towers and Gympie are producing large yields, and are more than making up their prestige as permanent and prosperous goldfields.

The Goldfields Act Amendment Bill, which passed in its amended form in July last, and was sent home for the signature of her Majesty's pleasure thereon, has been assented to by the Governor, who must have acted under instructions by wire from the Secretary of State for the Colonies. Both measures passed by the Colonial Legislature for dealing with the Chinese difficulty have therefore now become law, and confidence is generally felt that they will be effective, both in regulating Chinese immigration and in restricting it within moderate limits.—*Brisbane Courier*.

The Brisbane Correspondent of the *Cooktown Courier*, under date Sept. 22, writes:—

An animated discussion took place on the 2nd, and A. Company and their offer to give a ten knot service instead of one at nine knots, for a subsidy of £40,000 instead of £20,000 per annum. Mr. McAlraith and some others strongly supported the request, and thought that the Government was wrong to decline it, and unfair to the company in their determination to call it tenders, in case it should be found desirable to have the increased speed. The Colonial Treasurer said, in reference to the fact that the A. S. N. Company had offered to do the service for the present subsidy, that the Government, so long as they could get the work done at the present rate of speed would not be justified in spending more money. A quicker service would only do good to Brisbane and the south, he said; it would not benefit the north at all, and most of the people did not want it. Those who argued for the company urged that they should receive consideration, because we had legislated to stop Chinese. This was repudiated by Macrossan, who spoke strongly against the increase, as he pointed out that the Chinese had not begun to come when the contract was signed. It was an accidental advantage the company had profited by, and for the loss of which they had no claim. He also maintained that the majority of people did not want to spend an extra £20,000 in an increased subsidy, and on that ground it was chiefly opposed. One member, speaking on the same side, pointed out that £20,000 a year was interest on £500,000, enough to make 100 miles of railway to Byerston, or £20,000 a year extra given to the E. and A. Company to make up to them for the loss of the Chinese passengers, and to bring their steamers a day or so earlier into port. I don't think there would be very much hesitation about the answer in Cooktown, and that they would agree with the Government in not paying the extra subsidy.

Quotations.

HONGKONG, November 5, 1877.
OPIMUM.—New Fama, cash, £720
" credit, " "
" Old Fama, cash, None
" credit, " "
" New Benares, cash, 645
" credit, " "
" Old Benares, cash, None
" credit, " "
" New Malwa, cash, 820
" credit, 820
" Allowance Teels, 8 s 3
" Old Malwa, cash, 820
" credit,

To Let.

TO LET.

NOS. 4, and 5, PROHIBITION TERRACE, ELGIN STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

AN OFFICE TO LET.
Apply to
LANDSTEIN & Co.
Hongkong, September 15, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD, "Bliss Villa," Pok-fu-lun, Furlished. House No. 2, Seymour Terrace. Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWIN. DAVID SASSOON, SONS & Co.
Hongkong, October 13, 1877.

TO LET.

THE Dwelling House and Offices No. 1, D'Aguiar Street, lately in the occupation of Messrs DOUGLAS LAFFRAK & Co.
Apply to
DOUGLAS LAFFRAK & Co.
Hongkong, July 9, 1877.

Intimations.

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.
PIANOS ON HIRE, by the Month or Occasionally.
PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LUDWIG and RÜBSER, Zeitz—Just Received from Germany, and specially constructed for this climate to the order of the Underigned.
Orders from any of the Outposts in the East, will meet with prompt attention if addressed:
Care of Messrs LANE, CRAWFORD & Co., or Messrs GAUFF & Co.
A. HAHN.
Hongkong, September 7, 1877.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN of CAPITAL at the Rate of FIVE TAELS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst. Warrants will be delivered by the Underigned to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.
The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.
By Order,
RUSSELL & Co.,
Liquidators.
Shanghai, October 2, 1877.

AFONG, PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,

Wyndham Street, formerly ARTHUR OLIV,
HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames; nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAVA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 18, 1877.

AE YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 67, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

MANILA.

THE Underigned has THIS DAY OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPING, situated on the Mole, facing the Bay.
Fresh Provisions and Water supplied on the shortest notice.
EDWARD VERRILL.
Manila, September 12th, 1877.

HOTEL DE L'EUROPE,
MANILA.
On the Mole, near the Harbour-Master's Office, and within Ten Minutes' Walk of the Merchants' Office.
Tables d'Hôte, BATHS, BILLIARDS, &c.
EDWARD VERRILL.
Manila, August 24, 1877.

Intimations.

THE HONGKONG HOTEL.
TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong Hotel Company, Limited, who will supply any information required.
By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, September 15, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANYON has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. FAR JAC, at 30, Hing Lung Street, will receive immediate attention.
Hongkong, March 19, 1877.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.
Also,
Bombay, Madras, and Calcutta.

THE PANINIAN AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship NIZAM, Captain BARLOW, will leave this on THURSDAY, the 8th November, at Noon.
For further Particulars, apply to
A. LIND, Superintendent,
Hongkong, October 27, 1877.

Occidental & Oriental Steam-Ship Company.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "OCEANIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 8th November, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 7th November. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.
Return Passage Tickets available for 6 months are issued at a reduction of 50 per cent on regular rates.
For further Information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, October 5, 1877.

INSURANCES.

YANGTZE INSURANCE ASSO-OCIATION.
CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE.....230,000
SPECIAL RESERVE FUND.....75,000
Total Capital and accumulations this date.....Tls. 725,000

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | C. KREBS, Esq.
M. P. EVANS, Esq. | C. LUCAS, Esq.
Secretaries:
Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARRING BROTHERS & Co.
Agents in
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.
Subject to a charge of 1 1/2% for interest on Shareholders' Capital, ALL THE PROFITS of this Underwriting Business will be annually distributed among all Contributors of Business in proportion to the premium paid by them.
RUSSELL & Co.,
Agents.
Hongkong, October 1, 1877.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.
CAPITAL ONE MILLION DOLLARS.
Directors:
KWOK ACHONG, Merchant.
PANG YIM, Merchant.
HO SAM, of Hop Yik Chan, Merchant.
LOO YAN, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHANG SING YONG, Merchant.
CHOW CHAN, Merchant.
Manager—HO AMEL.
Policies granted on Fire on Goods stored in Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.
OFFICE, 49, Bankam Street.
Hongkong, August 24, 1877.

THE LONDON ASSURANCE COMPANY, LIMITED.
INCORPORATED BY ROYAL CHARTER OF 1700.
His Majesty King George The First.
A. D. 1720.
The Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:
Marine Department.
Policies at current rates payable either here in London, or at the principal Ports of India, China and Australia.
Life Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.
Policies issued for sums not exceeding \$5,000 at reduced rates.
HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1877.

MANCHESTER FIRE ASSURANCE COMPANY.
THE Underigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.
A Discount of 20% allowed.
HOLLIDAY, WISE & Co.,
Hongkong, January 5, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER, LONDON AND LIVERPOOL.
THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Shanghai, and other Ports, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD-OFFICE—HONGKONG.
AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Right accepted and Policies of Insurance granted at the rate of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Underigned are prepared to grant Policies on Goods stored in Buildings or on Goods stored in Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to \$1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.
MILNERS & Co.,
Agents, Royal Insurance Company,
Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY, (LIMITED.)
NOTICE.
POLICIES granted at current rates on Marine Risks to all parts of the World in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.
OLYMPIC & Co.,
General Agents.
Hongkong, April 17, 1873.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD-OFFICE—HONGKONG.
AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Right accepted and Policies of Insurance granted at the rate of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRE,
Secretary.
Hongkong, November 1, 1871.

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Agents Hongkong & Canton.
Hongkong, January 4, 1867.

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Agents, Royal Insurance Company,
Hongkong, October 27, 1874.

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OLYMPIC & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.
THE Underigned are prepared to grant Policies against Fire to the extent of \$5,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.
NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1806.
CAPITAL \$2,000,000.
THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent on the Premium.
GILLMAN & Co.,
Agents.
Hongkong, July 6, 1877.

THE LONDON ASSURANCE COMPANY, LIMITED.
INCORPORATED BY ROYAL CHARTER OF 1700.
His Majesty King George The First.
A. D. 1720.
The Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:
Marine Department.
Policies at current rates payable either here in London, or at the principal Ports of India, China and Australia.
Life Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.
Policies issued for sums not exceeding \$5,000 at reduced rates.
HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1877.

MANCHESTER FIRE ASSURANCE COMPANY.
THE Underigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.
A Discount of 20% allowed.
HOLLIDAY, WISE & Co.,
Hongkong, January 5, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER, LONDON AND LIVERPOOL.
THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Shanghai, and other Ports, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD-OFFICE—HONGKONG.
AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Right accepted and Policies of Insurance granted at the rate of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Underigned are prepared to grant Policies on Goods stored in Buildings or on Goods stored in Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
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For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.
MILNERS & Co.,
Agents, Royal Insurance Company,
Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY, (LIMITED.)
NOTICE.
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OLYMPIC & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.
THE Underigned are prepared to grant Policies against Fire to the extent of \$5,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.
NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1806.
CAPITAL \$2,000,000.
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GILLMAN & Co.,
Agents.
Hongkong, July 6, 1877.

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His Majesty King George The First.
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Life Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.
Policies issued for sums not exceeding \$5,000 at reduced rates.
HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1877.

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A Discount of 20% allowed.
HOLLIDAY, WISE & Co.,
Hongkong, January 5, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER, LONDON AND LIVERPOOL.
THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Shanghai, and other Ports, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1878.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.
Section 1. From Green Island to the Gas Works.
Section 2. From Gas Works to the Novelty Iron Works.
Section 3. From Novelty Iron Works to the Harbour Master's Office.
Section 4. From Harbour Master's Office to the P. and O. Co.'s Office.
Section 5. From P. and O. Co.'s Office to Foddar's Wharf.
Section 6. From Foddar's Wharf to the Naval Yard.
Section 7. From Naval Yard to the Pier.
Section 8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Ambato	4	Brown	Brit. str.	978	Oct. 31	A. McE. Heaton	Canton	To-day
Amoy	5	Drewes	Brit. str.	814	Nov. 1	Stomson & Co.	Yokohama	Mails
Bellona	5	Abraham	Ger. str.	789	Oct. 31	Wm. Pustan & Co.	Australian Ports	
Bombay	5	Brissoe	Brit. str.	740	Oct. 24	P. & O. S. N. Co.	Shanghai	
Bowen	5	Miller	Brit. str.	844	Nov. 1	Gibb, Livingston & Co.	Shanghai	
Camoes	2	Scott	Brit. str.	95	Oct. 21	Kwok Ahnong	Sand's Ship	
Cheang Hook Kian	2	Lockhead	Brit. str.	950	Oct. 21	Man Hing	Shanghai	
City of Limerick	5	Scott	Brit. str.	1724	Nov. 1	Briley & Co.	Shanghai	
Fame	5	Stapan	Brit. str.	117	Nov. 1	H. K. & W. Poon Dock Co.	Shanghai	
Fuyew	4	Croad	Chl. str.	920	Nov. 4	O. M. S. N. Co.	Shanghai	
Glenlyon	5	Wallace	Brit. str.	1373	Nov. 5	Jardine, Matheson & Co.	Shanghai	
Golden Horn	5	Alton	Brit. str.	1023	Nov. 3	Wm. Pustan & Co.	Shanghai	
Gwallor	2	Babot	Brit. str.	1720	Nov. 4	P. & O. S. N. Co.	Shanghai	
Hindostan	5	Macarish	Brit. str.	991	Oct. 30	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	At daylight
Holyrood	5	Moreton	Brit. str.	333	Nov. 1	Russell & Co.	Manila	
Maetan	5	Squiraga	Span. str.	371	Nov. 1	J. Y. W. Shaw	Manila	
Maritima	5	Michos	Span. str.	382	Nov. 1	Remedios & Co.	Manila	
Namos	5	Finchard	Brit. str.	682	Nov. 4	Douglas Lafrank & Co.	Manila	
Noson	5	Finchard	Brit. str.	971	Oct. 31	Jardine, Matheson & Co.	Manila	
Oceanic	5	Finchard	Brit. str.	3707	Oct. 28	O. & O. S. S. Co.	Manila	
Pacific	5	Peterson	Ger. str.	319	Nov. 1	Hornsbach & Co.	Manila	
Pahay	5	Goyenechea	Span. str.	500	Oct. 30	Remedios & Co.	Manila	
Rajasthanian	5	Hopkins	Brit. str.	933	Nov. 1	Yuen Fat Hong	Manila	
Sea Gull	5	Roberts	Brit. str.	48	Sept. 19	Insurance Company	Manila	
Taiwan	5	Young	Brit. str.	408	Nov. 1	Douglas Lafrank & Co.	Manila	
Velos	5	Rhodes	Brit. str.	1271	Oct. 29	Jardine, Matheson & Co.	Manila	
W. Corea de Vries	5	Roberts	Brit. str.	384	June 4	G. M. Bain	Manila	
Zamboanga	5	Arachevala	Span. str.	684	Oct. 28	Remedios & Co.	Manila	
Sailing Vessels								
A. E. Vidal	4	Schreiber	Ger. bge.	382	Oct. 27	Wielers & Co.	Bangkok	Cleared
Abercrombie	5	Evans	Brit. str.	1087	Oct. 12	Adamson, Bell & Co.	New York	
Abel Abbot	5	Chase	Am. str.	590	Sept. 24	Russell & Co.	Sydney & Melbourne	For Sale
Alphington	5	Cunningham	Brit. bge.	328	Sept. 8	Wielers & Co.	Sydney & Melbourne	
Alva	4	Boysen	Ger. bge.	418	Oct. 21	Carlowitz & Co.	Haliphong	
Angostura	5	Bernard	Foh. bge.	669	Oct. 21	Carlowitz & Co.	Haliphong	
Augusta	4	Huddleston	Brit. bge.	394	Oct. 13	Russell & Co.	Haliphong	
Bromhall	5	Bate	Brit. str.	1379	Oct. 26	Russell & Co.	Haliphong	
Bun Casio	5	Lange	Span. bge.	389	Oct. 22	Yuen Fat Hong	Haliphong	
Candidate	5	Carlson	Brit. str.	795	Nov. 1	Order	Haliphong	
Chamiron Kamry	5	Müller	Span. bge.	480	Sept. 4	Chinese	Haliphong	
Charter Oak	5	Staples	Amer. str.	963	Oct. 24	Vogel, Hagedorn & Co.	Haliphong	
Chasco	5	Muhler	Amer. bge.	628	Oct. 4	Arnold, Karberg & Co.	Haliphong	
Cheng Hoon	5	Cheng Sang	Span. str.	200	April 30	Chinese	Haliphong	
Chocoma	5	Kenner	Brit. bge.	243	Oct. 25	Wielers & Co.	Haliphong	
Clurum	5	Shrewsbury	Brit. str.	1884	Sept. 25	Vogel, Hagedorn & Co.	Haliphong	
Colorado	5	Ingram	Amer. str.	1075	Oct. 15	Vogel, Hagedorn & Co.	Haliphong	
Corean	5	Vincent	Amer. str.	150	Sept. 25	Chinese	Haliphong	
Cresswell	5	White	Brit. bge.	464	Sept. 18	Chinese	Haliphong	
Critteron	5	Coll	Amer. str.	1548	Sept. 14	Jardine, Matheson & Co.	Haliphong	
Darra	5	Carlson	Brit. str.	887	Oct. 15	Stomson & Co.	Haliphong	
Danphin	5	Lecknam	Brit. str.	904	Oct. 24	Russell & Co.	Haliphong	
Elizabeth Nicholson	5	Gordon	Brit. str.	688	Oct. 19	Douglas Lafrank & Co.	Haliphong	
Elmstone	5	Skinner	Brit. str.	288	Oct. 25	Rosario & Co.	Haliphong	
Evering Star	5	Asburn	Brit. str.	871	Oct. 19	Hornsbach Company, Limited	Haliphong	
Fabius	5	Stokes	Span. str.	636	Oct. 25	Chinese	Haliphong	
Gales	5	Jagger	Ger. str.	1296	July 30	Vogel, Hagedorn & Co.	Haliphong	
Garmouth	5	McPherson	Brit. str.	199	Oct. 6	Meyer & Co.	Haliphong	
Glenlyon	5	Fraser	Foh. bge.	639	Oct. 21	Landstein & Co.	Haliphong	
Graziers	5	Hastings	Brit. bge.	698	July 1	Vogel, Hagedorn & Co.	Haliphong	
Great Admiral	5	Thompson	Amer. str.	1976	Aug. 19	Russell & Co.	Haliphong	
Groen Van Prusterker	4	Van Jonge	Dut. bge.	871	Oct. 14	Melchers & Co.	Haliphong	
H. S. Sandford	2	Slesper	Amer. str.	1195	Aug. 13	Russell & Co.	Haliphong	
Hartinger	3	Johnston	Brit. str.	1506	July 27	Jardine, Matheson & Co.	Haliphong	
Harriet N. Carleton	4	Barkness	Amer. bge.	872	Oct. 18	Russell & Co.	Haliphong	
Helloum	1	Hoves	Amer. str.	1200	Oct. 18	Melchers & Co.	Haliphong	
Hopful	2	Doncaster	Brit. str.	216	Oct. 21	Captain	Haliphong	
India	4	Kaldahl	Norw. bge.	786	Nov. 2	Chinese	Haliphong	
Inles of the South	4	Demmett	Brit. str.	820	July 5	Vogel, Hagedorn & Co.	Haliphong	
Jacatra	4	Dirksen	Dut. bge.	310	Oct. 28	Stomson & Co.	Haliphong	
Jacobiue	3	Hohlmann	Ger. bge.	417	Aug. 21	Stomson & Co.	Haliphong	
Japan	3	Oehlmann	Ger. str.	270	Oct. 28	Chinese	Haliphong	
Johanne	3	Herkens	Ger. bge.	598	Oct. 8	Wm. Pustan & Co.	Haliphong	
Kate Carnie	4	Wilson	Brit. bge.	549	Oct. 20	Melchers & Co.	Haliphong	
Kenton	3	Cobrin	Brit. bge.	667	Oct. 24	Wielers & Co.	Haliphong	
Letterer	8		Amer. str.	45	Aug. 15	Insurance Cos.	Haliphong	
Lord Macanlay	3	Monkman	Brit. bge.	847	July 1	Vogel, Hagedorn & Co.	Haliphong	
Lord of the Isles	7	Watt	Brit. bge.	317	Oct. 19	Meyer & Co.	Haliphong	
Lucky	2	Sanderson	Span. bge.	422	Oct. 21	Chinese	Haliphong	
Lucre	2	Kindt	Span. bge.	432	Sept. 4	Tack Mee	Haliphong	
Mangerton	5	Thompson	Brit. bge.	330	Sept. 19	Adamson, Bell & Co.	Haliphong	
Maria	5	Bonchard	Foh. bge.	879	Oct. 23	Carlowitz & Co.	Haliphong	
Mario	4	Bunmelster	Ger. bge.	468	Sept. 28	Wm. Pustan & Co.	Haliphong	
Mario Charlotte	4	Michonas	Foh. bge.	370	Oct. 22	Carlowitz & Co.	Haliphong	
Melbrek	8	Pierce	Brit. bge.	849	Oct. 16	Arnold, Karberg & Co.	Haliphong	
Memnon	5		Amer. str.	568	Sept. 28	Melchers & Co.	Haliphong	
Meteor	2	Dinkelberg	Ger. bge.	327	Oct. 21	Wielers & Co.	Haliphong	
Northern Star	5	Corley	Brit. str.	2904	Oct. 20	Gibb, Livingston & Co.	Haliphong	
Oneida	5	Clyma	Brit. str.	693	Oct. 22	Melchers & Co.	Haliphong	
Palestine	2	Lechrowski	Ger. bge.	278	Oct. 21	Captain	Haliphong	
Philip Fitzpatrick	4	Phalon	Amer. bge.	682	Oct. 19	Vogel, Hagedorn & Co.	Haliphong	
Plocide	4	Graf	Ger. bge.	233	Oct. 28	Stomson & Co.	Haliphong	
Princess Sophia	4	Munahan	Slavi. bge.	445	Oct. 12	Carlowitz & Co.	Haliphong	
Queen of England	4	Otten	Span. str.	630	Oct. 21	Chinese	Haliphong	
Rouddian Castle	1	Richards	Brit. bge.	599	Oct. 21	Wm. Pustan & Co.	Haliphong	
San Lorenzo	2	Mada Vieg	Span. bge.	220	Oct. 22	Remedios & Co.	Haliphong	
Siamese Crown	4	Sas	Span. str.	539	Oct. 24	Tak Mee	Haliphong	
Staghound	3	Fawcett	Brit. bge.	892	Oct. 22	Meyer & Co.	Haliphong	
Starlight	2	Wachtelbrauner	Span. bge.	239	Sept. 11	Chinese	Haliphong	
Strathmore	3	Hensworth	Brit. bge.	500	Oct. 22	Douglas Lafrank & Co.	Haliphong	
Sumatra	3	Olong	Amer. str.	1080	Sept. 5	Russell & Co.	Haliphong	
Sydenham	4	Miller	Brit. str.	1088	July 11	Vogel, Hagedorn & Co.	Haliphong	
Tartar	4	Kaemena	Ger. bge.	266	Oct. 24	Melchers & Co.	Haliphong	
The Murray	5	Mitchell	Brit. str.	903	Oct. 21	Jardine, Matheson & Co.	Haliphong	
Thomas A. Goddard	5	Smith	Amer. bge.	682	Oct. 23	Order	Haliphong	
Three Brothers	4	Kahloke	Dut. bge.	867	Oct. 21	Chinese	Haliphong	
Trico	4	Westerveld	Dut. bge.	268	Oct. 15	Stomson & Co.	Haliphong	
Undine	3	Faulner	Brit. bge.	796	Oct. 15	Jardine, Matheson & Co.	Haliphong	
Woodville	7	Nielsen	Brit. bge.	714	Sept. 6	Meyer & Co.	Haliphong	